

Connections

June 2011

Transportation Funding Crisis Forces Bolder Direction

Reduction in Staff, Facilities and Equipment Will Save \$512 Million

by Linda Wilson

For several years, MoDOT has been facing a cliff – a funding cliff. Unfortunately, the funding crisis is here and MoDOT has fallen off that cliff. For the past five years, Missouri’s state highway construction program has averaged \$1.2 billion a year. The 2012-2017 Statewide Transportation Improved Program presented May 4 has only half that amount - about \$600 million a year.

Faced with this severe decline in funding and the inability to match federal funds in the near future, MoDOT Director Kevin Keith presented a plan at the May 4 Missouri Highways and Transportation Commission meeting that includes reducing the size of the department’s staff by 1,200, closing 135 facilities and selling more than 740 pieces of equipment. The proposed direction will save \$512 million that will be used for vital road and bridge projects.

“We asked the director to put forth a bold plan of action to address our transportation funding crisis, and he delivered,” said Commission Chair Grace Nichols. “We don’t like having to head in this direction, but the reality of our funding situation makes it necessary.”

In March 2010, MoDOT embarked on the Five-Year Direction to reduce costs and improve efficiencies in an effort to take these internal savings and have more money available for road and bridge improvements. The efforts have saved \$64 million to date.

“We are facing a transportation funding crisis in Missouri,” Keith said. “Over the past year, we have worked hard to reduce the size of our workforce and cut costs, but it isn’t enough. We must take further action to become the right size to serve our customers given the severe reduction in funding for transportation.”

The department’s plan includes reducing the number of its district offices, which ad-



minister the state’s transportation program at the regional level, from 10 to seven. MoDOT’s current districts have been virtually unchanged since 1922, when many state roads were still gravel and MoDOT used mules and wagons.

“Since that time, our ability to manage larger areas has grown exponentially,” said Keith. “We have changed from mules and wagons to state of the art trucks and other equipment. Thanks to computer and phone technology, employees can remotely manage resources and multiple work teams at the same time. We remain committed to keeping a significant presence in all communities. In addition, there will be no “boots on the ground” reductions in staff.”

MoDOT will close its district offices in Macon, Joplin and Willow Springs, but will continue to maintain area offices in those cities and have a strong maintenance presence in every county in the state, Keith said.

This consolidation, coupled with the combination of several Central Office divisions, will enable the department to reduce the size of its workforce by 1,200, the number of its facilities by 135 and its equipment inventory by more than 740 pieces. The staff reduction will occur through attrition and transfers, and, as a last step, layoffs.

“We don’t like having to do this, and we aren’t proposing these changes lightly, be-

cause we know they will be personal and painful for many people, but heading in this direction is the right thing to do. It’s what we have to do to survive,” Keith said. “Without these actions, Missouri would lose millions of dollars in federal funds for transportation.”

During the month of May, more than 80 public briefings were held to discuss the plan with the citizens of Missouri. All suggestions to improve the plan were gathered and shared with the Commission members and Director Keith. The Commission is scheduled to take action on the plan at its June 8 monthly meeting.

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Bolder Five-Year Direction: Frequently Asked Questions

Why does MoDOT need to do this now?

We have had a good run with transportation for the past few years, but our funding has fallen off a cliff. Our funding for road and bridge construction will go from averaging \$1.2 billion per year to \$600 million per year in the future. This dramatic decrease in available funding means we have to get smaller, be more efficient and make the best possible use of every dollar. If we don't, we risk losing millions of dollars in federal funding, which would put the safety of our citizens and the economic health of our state at risk.

It's uncertain when Congress will move on a new surface transportation act. And it's even more uncertain what the funding levels will be. It's a realistic assumption that we have all the money we're going to get. Without new money coming into the agency, a bolder approach is needed to free up more money internally to focus on the state's transportation needs and provide long-term stability. A Bolder Five-Year Direction will redirect \$100 million per year to shore up our construction program to \$600 million. This isn't the size of construction program we need, but it is what MoDOT needs to survive the next five years and avoid sending back federal funds we can't match. A Bolder Five-Year Direction is an opportunity to continue to deliver the best value for every dollar spent. While this will not solve our long-term funding problems, it will put us in a place to funnel any new funds straight to transportation improvements.

How do you know this will succeed?

The Five-Year Direction put in place in 2010 has already shown we can reduce our workforce, focus on priority services and continue to provide outstanding customer service. In just the first year, we've been able to redirect more than \$64 million back into improving roads and bridges. This is great news, but it's not enough to address the long-term deficits in our construction program.

What are you going to do with the district office facilities?

We made a commitment to have all of the strategies fully implemented by December 31, 2012. We will stagger the closing of the district offices in Joplin, Macon and Willow Springs but it is our intention to put these facilities on the market and sell them.

Does closing buildings make fiscal sense?

Yes. MoDOT will save \$41 million by closing 135 facilities. In addition, we will be saving over

\$43 million dollars by being able to sell the fleet and equipment that we no longer need to have at those locations. Fewer buildings mean less equipment and fleet. Furthermore ... this will enable us to have on-going savings for years to come because we no longer have the physical asset to maintain.

How will MoDOT reduce the number of employees?

We will reduce the number of employees through attrition, transfers and layoffs as a last step. The reductions will impact Program Delivery and Administration/Support employees the most and Operations the least, but all employees must have good performance to remain employed. The continued staffing of positions will be based on the need for that position and then consideration of the employee's performance. Where we can we'll move employees to where they are needed most, primarily roadway and bridge maintenance positions.

Hasn't MoDOT already reduced the number of employees with the Five-Year Direction? How many more do you need to reduce?

Since February 2010, we have reduced by 340 positions as of April 15, 2011. We have to reduce 856 more employees by December 31, 2012 to reach our new staffing level of 5,106.

The department had the same number of jobs before Amendment 3 so why is the reduction in employees needed now?

Missouri's transportation funding situation continues to get worse. Our construction program is half the size it was previously and our available funding will continue to decrease. We won't even be able to match some federal funds meaning we could lose millions of dollars for transportation improvements. This plan is about making the best possible use of every dollar we receive so that we can put that money back into roads and bridges. It is also about becoming the right size to deliver a quality transportation system to the people of Missouri.

How was the decision made to reduce the number of districts? Why were the Macon, Joplin and Willow Springs district offices chosen to be closed?

When we looked at how we could be a smaller MoDOT, many ideas were suggested such as centralization of

Quite Frankly

I know everyone wants to know how the Bolder Five-Year Direction is going to affect them. Unfortunately, we just aren't there yet.

While we are waiting for Commission approval and the next steps, we need to stay focused on what we do.

The recent tragedy in Joplin shows how team MoDOT responds. I am so thankful all District 7 employees are alive and accounted for. As a team, MoDOT has been assisting and will continue to stand ready to assist as Joplin recovers. We're assisting with the tornado damage in Sedalia as well. And, we continue to be responsive to the floods in Southeast Missouri. Missourians count on us...and Team MoDOT deliver.



ers. It's what we do and that's the most important thing.

MoDOT's Senior Management Team met recently to continue working on the process for reorganization, including the competitive process for selecting district and division management teams. We have shared some information about this and there will be more to come. Of course, the overall timing will be related to the Commission approval of the plan.

In the meantime, stay focused on producing results and stay safe. With all of the distractions, safety remains a top priority. I want each of you to go home safely at night, and a focus on safety is how that will happen.

I know you'll each work to keep MoDOT moving in the right direction, and I thank you for your focus on delivering the best transportation system possible to Missourians.

Kevin

functions, regionalization of activities, etc. However... it was important to us to maintain the culture of our department... meaning that we want to be able to have a full service district office that can complete all activities and be responsive to local needs. MoDOT's current district boundaries have been virtually unchanged since the early 1920's when many state roads were still gravel. Since the time those boundaries were drawn, dividing the state highway mileage into 10 equal parts, our ability to manage larger areas has grown exponentially. The decision was made to reduce one district in the northern half of the state and two in the south. The locations were chosen based on the following: geography; age, condition and deed restrictions of the offices; and the overall balancing of the state looking at it as a whole.

How was the decision made to reduce the number of maintenance sheds?

How were the ones chosen to be closed?

MoDOT has been reducing maintenance buildings for several years. Fifty years ago, buildings had to be located close to the work because many of the roads were gravel and required regular maintenance. Equipment and technology simply did not support trips over 10 miles. Since then all roads have been converted to asphalt or concrete and needed repairs are less frequent. In addition, with larger equipment, better

technology and communication, MoDOT can accomplish virtually the same amount of work with fewer facilities. Over the past eight years, 85 buildings have been closed and consolidated with other buildings. Many of the facilities that are being closed have four or fewer employees located at them and have to combine daily with other facilities to be able to get work done. The 170 facilities that will remain are strategically located to be able to provide good service to all parts of the state with a presence in every county. Local district managers were consulted to help determine the final locations of these facilities.

Why can't MoDOT use furloughs or part time work to avoid layoffs?

We believe it is our responsibility and opportunity to get the right people in the right positions. We need our best performers and results-oriented staff to help us achieve our new direction. Using furloughs and part time work only delays the inevitable.

Why is MoDOT the only state agency doing this?

We aren't. The Department of Conservation over the course of the past 3 years has reduced their employees by 11 percent. In addition, they have consolidated facilities from 105 to 94. The Division of State Parks laid off 100 of its 700 workers because of reduced sales tax. Just in this year alone, the Governor eliminated 860 state jobs.

MoDOT's Bolder Five-Year Direction

Tornado Relief for District 7

Many thoughts and prayers are with District 7 employees and their families as they work to recover from the devastating tornadoes on May 22. If you would like to make a donation to D7 employees who need assistance, please send checks to:

D7 Highway Credit Union, 3929 E. 7th Street, Suite A, Joplin, Mo., 64801

Please make checks payable to the D7 Highway Credit Union and reference D7 Employee Fund in the memo section.



Christian Chapel, Columbia MO

Missouri Draws National Freight Development Meetings

by Kristi Jamison

Most of us are well aware that Missouri manages the seventh largest highway system in the nation. But, did you know that Kansas City and St. Louis are home to the second and third largest rail hubs in the U.S., respectively, and that St. Louis is also the third largest inland port in the nation? With such strong multi-modal assets, Missouri continues to take on an even greater national role in moving freight and developing innovative approaches to leveraging freight systems.

On April 26-28, MoDOT sponsored the AASHTO Mid-America Freight Coalition's annual meeting in St. Louis. The meeting drew attendees from 10 states,

federal agencies and local planning groups. Session topics included the economic outlook for the region, future transportation policy and programs, freight performance measures and freight planning.

MoDOT shared its expertise by providing speakers for many sessions during the three-day forum. Chief Financial Officer Roberta Broeker moderated a lively session on the future of transportation programs and funding. One of the panelists for Broeker's session was former Missouri Highways and Transportation Commissioner Bill McKenna, who discussed the grass roots efforts of

the Missouri Transportation Alliance. District 6 Engineer Ed Hassinger co-presented a session with Susan Strauder, vice president of infrastructure and public policy for the St. Louis Regional Chamber and Growth Association, regarding the St. Louis region and its transportation assets. Ernie Perry, MoDOT's freight development administrator, co-presented with Hanson Professional Services on the department's work to redevelop the Missouri River as a freight corridor.

The growing freight partnerships in the St. Louis region were also show-

cased with tours to freight facilities in both Missouri and Illinois. In Missouri, attendees visited the north riverfront port development area and the new Mississippi River Bridge construction site. Crossing the river, attendees toured the Tri-City port area.

As a dynamic freight hub, Missouri will draw even more national attention when in August, FHWA and AASHTO's Freight Partnership Meeting IV will be held in Kansas City, Mo. This national freight meeting will be jointly sponsored by AASHTO, FHWA, the Kansas Department of Transportation and MoDOT.

Bolder Five-Year Direction

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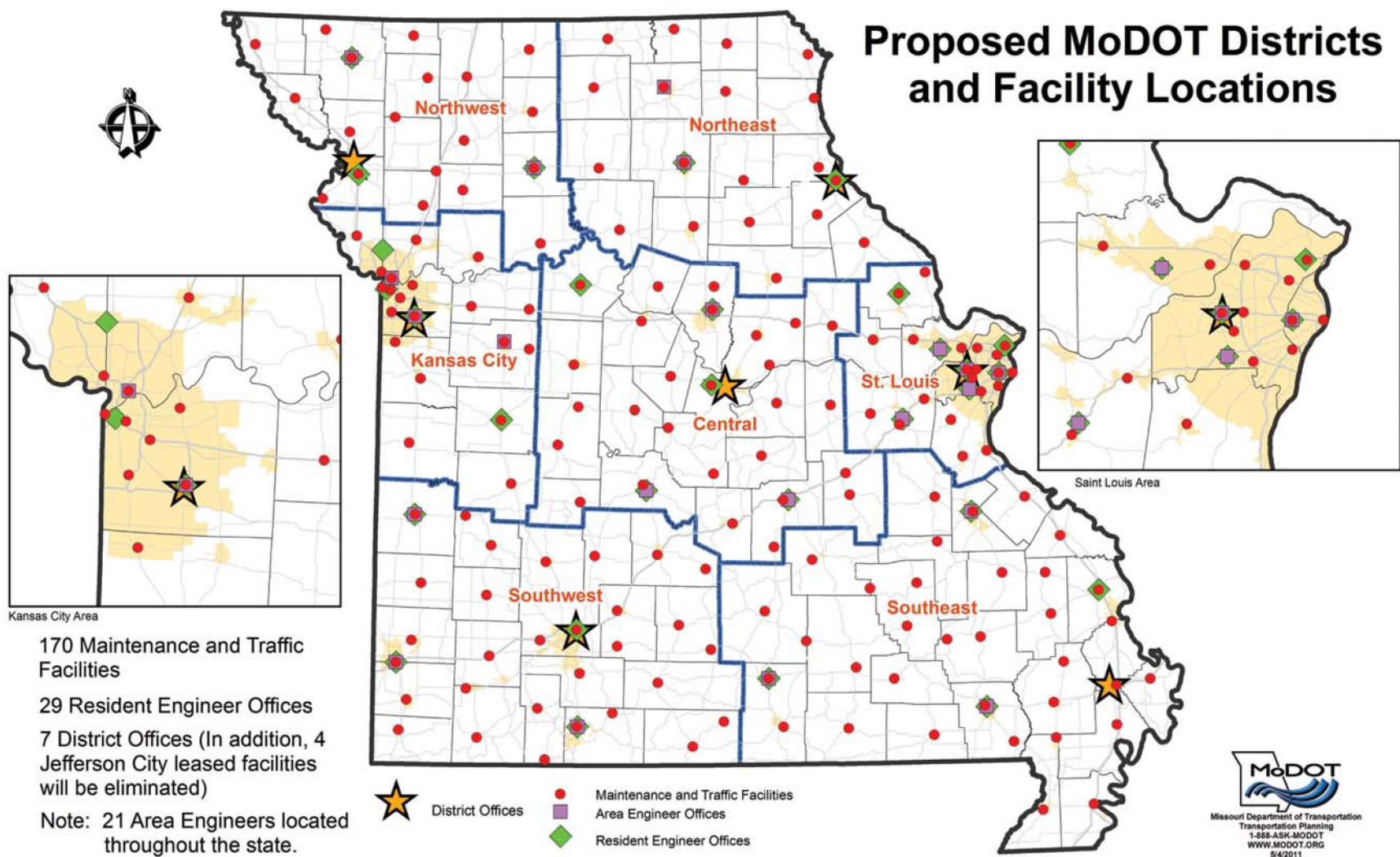
Upon approval by the Commission, the newly configured senior management team will begin the process of selecting their respective management teams. Changes in management at this level will occur in many areas, including some in the metro districts and divi-

sions that were not consolidated. Over the coming months, changes will be made throughout the organization to reorganize focusing on getting maintenance buildings in place before the snow season and making construction

office changes during the slower winter months.

"We are doing what families and businesses have been doing across the state in recent years – tightening our belt," said Keith. "I know this will be hard. I

also know the smartest, most dedicated, resourceful people work for MoDOT. We will pull together as a team and face this crisis as we face every other crisis. It won't be easy, but it's a matter of survival. And it's the right thing to do. Anything less would be irresponsible."



Feel the HEAT on the Interstates

by Reeve White

For the third summer in a row, Missouri law enforcement will be turning up the HEAT. Missouri law enforcement will be using High Enforcement Action Teams to make sure their presence is felt on Missouri's heaviest traveled roads.

Missouri records the highest number of fatal and serious injury crashes from July to September. In the summer of 2010, 258 people were killed and 1,716 suffered disabling injuries. While these numbers are disheartening, highway deaths overall are steadily decreasing, in part due to safety initiatives such as the HEAT campaign.

Last year, law enforcement conducted three interstate corridor enforcement efforts on Interstates 70, 44, and 270. These efforts slowed speeders, took impaired drivers off the road, and made sure Missourians were buckled up.

Plans are already in place to hold interstate corridor enforcement efforts this summer. I-70 HEAT saturation will be June 24-25 from 6 am to 6 am. I-44 saturation will be Sept. 17-18 6 am to 6 am.

Last year's summer-long I-270 enforcement project resulted in 76 DWI arrests, 1162 speeding tickets and 426 seat belt



Cathy Morrison

Special Ticket Offer for Missouri State Employees

From May 29-June 29, purchase discounted tickets to Six Flags St. Louis!

Log on to www.sixflags.com/stlouis
Use the promo code MOSTATE
Purchase tickets for 24.99 + tax



violations. In addition, 46 felony arrests were made and 208 fugitives were apprehended.

The one-day I-70 HEAT efforts netted 38 DWI arrests, 530 speeding tickets and 144 seat belt violations. Two felony arrests were made and 28 fugitives were apprehended.

The one-day HEAT project on I-44 resulted in six DWI arrests, 393 speed-

ing tickets and 45 seat belt violations. Three felony arrests were made and 11 fugitives were apprehended.

Along with the increased enforcement on Missouri's highways, the HEAT campaign will also spread safe driving messages. Find out more at www.save-MOLives.com.

June Service Anniversaries

40 Years	
Larry R. Burke	D6
35 Years	
Theodore J. Smith	D3
Stephen T. Wommack	D3
30 Years	
Dennis R. Pence	D4
25 Years	
Doug E. Wendling	D3
Herbert L. Lovelace	D3
Donald W. Vance	D3
Edward W. Hess	D3
Teresa J. McGuff	D4
Darryl B. Elliott	D5
Roy A. Sutter	D6
Randy M. Schneidewind	D6
Dennis A. Shefferd	D6
Mary K. Deaton	D6
Will Walker	D8
Tommy E. Woods	D10
Michael R. Helpingstine	D10
Thomas J. Anna	CO
Laurie A. Forck	CO
Michael K. Curtit	CO
20 Years	
Adam K. Watson	D1
Keith A. Hartwig	D2
Todd A. Smith	D2
David R. Hyle	D2
Maria K. Peters	D5
Judy A. Wagner	D6
Thomas P. Stratman	D6
Karen A. McGilvray	D6
Gloria J. Mattingly	D6
James A. Kaucher	D6
Sheryl J. Nolker	D6
Stephen W. Smith	D7
Michele E. Hicks	D8
Johnny C. Mathews	D8
Shelly L. Cauldwell	D9
Tresa J. Pratt	D9
Richard A. Elijah	D9
Edward J. Hess	D9

Mark S. Anderson	CO
Lawrence W. Fritz	CO
Raymond J. Morgan	CO
15 Years	
Laurel A. McKean	D2
Michael E. Baxter	D3
Valinda J. Darley	D3
Karsten M. Sommerhauser	D4
Jackie D. Stoner	D4
Joseph Caldwell	D4
Christopher M. Sholl	D4
Raymond B. Wieberg	D5
Robert J. Booher	D6
Anthony M. Bradshaw	D6
Michael L. Smith	D7
Kevin K. Marti	D7
M. S. McVey	D7
Glenn W. Parrigon	D7
Timothy A. Lee	D7
Bryan C. Ozbun	D7
Ryan L. Boyd	D7
Ricky D. Bays	D8
Brent A. McGowan	D8
Ronald W. Moses	D9
Nathan P. Hunt	D10
Donna J. Roewe	CO
John J. Schaefer	CO
Kenneth L. Voss	CO
Sharon E. Golden	CO
Lisa A. Martin	CO
Karen A. Starke	CO
Leonard L. Hodges	CO
Regina R. Meyer	CO
Carie D. Stark	CO
10 Years	
Rebecca N. Wilson	D1
Robert L. Poor	D2
Joe L. Cridlebaugh	D2
Stanley E. Weber	D2
Justin B. Dwight	D3
Damian A. Geyer	D4
David P. Hemme	D4
David W. Eppright	D4
Jimmy D. Wischmeier	D5

Troy A. Minnick	D5
Ian U. Ciolli	D5
Shane A. Harris	D6
David J. Simmons	D6
Cynthia R. M. Simmons	D6
Kevin M. Geldmacher	D6
Marc E. Lewis	D8
Michael S. Frazier	D9
Erin E. Collins	D10
Marion S. Cora	D10
James L. Young	D10
Lester N. Gates	D10
Rita F. Carey Gerhardt	CO
Tracy L. Rackers	CO
5 Years	
Travis R. Leader	D1
David L. Huber	D2
Carl R. Wright	D2
Brent Merryman	D3
Anthony Gosse	D4
David A. Brown	D4
Christopher L. Coon	D4
Kevin M. Manning	D4
Jacob R. Bradley	D4
Murray O. Arndt	D4
Brynn E. Schmauch	D5
Elizabeth L. Berhorst	D5
Tamara M. Pitts	D5
Lance J. Estes	D5
Larry A. Wagner	D6
Vincent E. Arnold	D6
Michelle D. Shryock	D6
James R. Holt	D6
Ronald C. Prewitt	D7
Doris H. Powell	D7
Steven C. Wagner	D8
Brian J. Doubrava	D8
Robert E. Hicks	D8
Michael L. Wake	D9
Andrew M. Welschmeyer	D9
Jerrold B. Jernigan	D10
Billy L. Holmes	D10
Adam J. Deken	D10
Ronald F. Thomason	D10
Paul W. Huskey	D10

John E. Gahagan	CO
Ryan J. Percy	CO
Kelly B. Mertens	CO
Brenda C. Wells	CO
Dana L. Bax	CO
Joni H. Hoecker	CO
Ashley Reinkemeyer	CO

April Retirements

Name	Location	Years of Service
Nancy Baker	D4	24
Curtis Francy	D4	34
Michael Craig	D5	33
Ronald Baker	D5	29
Alexander Holterman	D5	32
Joseph Wilde	D6	25
Louis Folkerts	D6	28
Max Major	D7	9
Juanita Goins	D8	13
Donald Steelman	D9	25
David Smith	D9	8
Michael Jackson	CO	21
Donna Ruder	CO	12
Glennon Stratman	CO	27
Johnnie Bell	CO	28
James Bledsoe	CO	34

In Memoriam

Retirees		
Edward Beahan	D5	Apr. 5
Martin Bowland	D1	Apr. 11
James Lechlitter	D3	Apr. 12
Larry Jones	D7	Apr. 14
Arnold Lightfoot	D8	Apr. 16
Ray Mincks	D8	Apr. 19
Dorothy Verhoff	CO	Apr. 19
Delphus Turner	D8	Apr. 19
Walter Head	D9	Apr. 20



MoDOT Volunteers Become Teachers for a Day

Stepping out of your normal work routine from time to time can be a fun and rewarding experience. Several MoDOT staff from various divisions did just that on May 3 for the annual Thomas Jefferson Patriots and Partners Day. For a few years now MoDOT has taken part in the Jefferson City Chamber of Commerce's Partners in Education program. We are partners with Thomas Jefferson Middle School. So each spring, several MoDOT volunteers visit the eighth grade classes for a day of exciting, hands-on activities aimed at getting the students interested in math and science classes, as well as giving them a chance to explore various transportation career options they can consider in the future.

While teachers got a break from their normal routine, students were busy building bridges in the bridge competition, learning more about an archeologist's role in transportation and even producing an episode of MoDOT's television show, Missouri Miles.



A group of students screen soil in search of hidden artifacts similar to how a MoDOT archeologist would do at an excavation site.

"It is always fun to see the enthusiasm of the kids go from "not interested" to "all-in" when it comes to the bridge building competition," said Brandon Hansberry, a senior structural designer in the

Bridge Division. "The students show their creativity and (yes...teamwork) when you really get down to it. If they can see that we as teachers/leaders are "all-in," they can't help but be "all-in" too!"

In addition, the eighth graders were a perfect audience for safety messages and had a lot of fun participating in activities like the seat belt convincer and Highway Safety's Quick Click Challenge. The Highway Patrol also presented the soon-to-be drivers with their new texting and driving video, produced in conjunction with AT&T. The fatal vision goggles also gave students a compelling look at the dangers of impaired driving.

Reaching out to these students was an enriching experience both for the Patriots and their partners. If you didn't have a chance to volunteer for the day, there are still ways you can get involved in the Partners in Education program from mentoring to classroom participation to the MoTOR program. For more information, contact Darla Gjesvold, with Equal Opportunity and Diversity, at 573-522-9482 or Darla.Gjesvold@modot.mo.gov.

Commitment to Automation



Shaun Schmitz

Denis Glascock retired April 29 as a Construction and Materials Liaison Engineer. He was honored April 19 by the Construction and Materials Automation Team for his faithful commitment to automation during his career at MoDOT. Glascock helped develop MRAuto, MoDOT's first automated materials management system, and was instrumental in the implementation of SiteManager, MoDOT's current management system for construction and materials.

for more info

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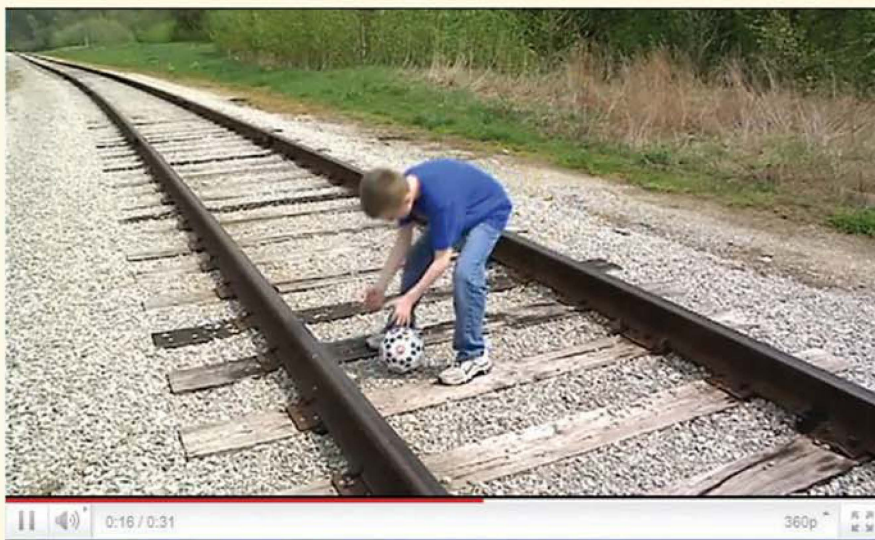
105 W. Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Train Your Brain for Safety

Using safety precautions on and around trains and railroad tracks should be a no-brainer. Nevertheless, highway-rail crossing incidents increased in Missouri and 17 people were killed at crossings or on tracks in 2010. To elevate the public's awareness about rail safety, MoDOT sponsored a contest during Rail Safety Week in Missouri, April 25-29. The Train Your Brain contest involved completing a quiz located on MoDOT's website that tested the contestant's knowledge of safety around trains. The quiz was a fun way for Missourians to learn safety tips when near a train or railroad tracks.

Participants were automatically entered to win one of several prizes, including a backpack, digital picture frame, gift cards and round-trip tickets on the Missouri River Runner. All prizes were donated by Missouri Operation Lifesaver, Union Pacific and Amtrak. Prizes were awarded each day of the week, with three winners each day. All winners were announced on the facebook and Twitter pages of MoDOT and the Missouri River Runner.

For more information on rail safety, visit www.modot.org/multimodal.



Watch two rail safety psa's on MoDOT's YouTube channel at www.youtube.com/modotvideo.

D1

Northwest

No MOre Trash Bash

by M. Elaine Justus

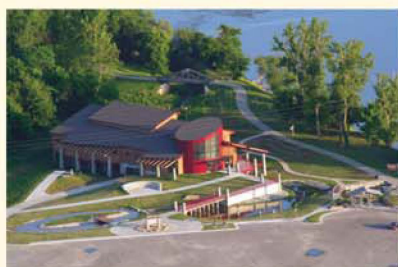


On April 28, the Midland Empire Resources for Independent Living (Meril) showed their support for NoMOre Trash month by picking up along their adopted section of Frederick Boulevard. They spelled out "Meril" in American Sign Language.

"We had no idea there were so many of us out here trying to save the planet," said one of the participants of this year's No MOre Trash! Bash cooperative effort. Although MoDOT and the Department of Conservation have long been using the month of April to focus

on efforts of adoption and clean up, this year we expanded it even further. Adopt-A-Highway Coordinator Marcia Johnson made a few phone calls and discovered that there were a number of organizations in and around the area trying to involve citizen volunteers in a similar way. The City of St. Joseph has an Adopt-A-Street Program, an Adopt-A-Parkway program, an Adopt-A-Storm Drain Program, and a Recycling Center. The decision was made to put our energies together into a single, major event.

Each year, the St. Joseph Recycling Center sponsors a "Household Hazardous Waste Collection" event and this year



The Remington Nature Center was the site of the cooperative recycling effort on April 30.



On April 30, Senior Community Relations Specialist Holly Murphy and Adopt-A-Highway Coordinator (and Customer Service Representative) Marcia Johnson took advantage of a captive audience. People waiting in line to dispose of their household waste were given information about other ways they could keep their community clean.

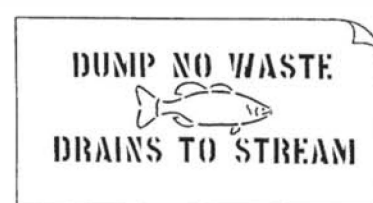
for more info

Community Relations Manager	Elaine Justus
Phone	816.387.2353
E-mail	margaret.justus@modot.mo.gov
3602 N. Belt Highway	
St. Joseph, MO 64506-1399	



A constant stream of cars came through the collection site from 9 a.m. to 3 p.m. on April 30.

it was scheduled for April 30. In the past, the event had attracted as many as 400 automobiles. People waited in line to dispose of such common household items as oil, antifreeze, batteries, paint, and pool chemicals. While they were waiting, they were given an opportunity to learn about other ways they could help the environment. Johnson had prepared packets of information (in AAH car litter bags) to hand out, and shared information about the "Stream Team," and facts about the recycling center such as what materials they will accept and what hours they are open. They also learned how they could adopt streets, highways, parkways, or even storm drains! One of St. Joseph's more unique efforts is their storm drain stenciling project.



Storm drain adopters are invited to stencil the above image on drains to provide a visible reminder of the consequences of improper waste disposal in storm drains.

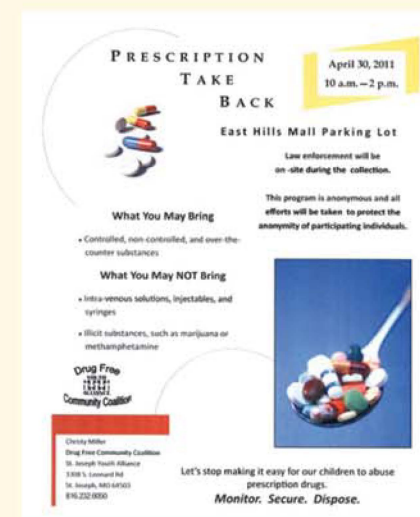


A wide variety of materials were brought in to be recycled: lawn and garden chemicals, paint, etc.



AAH Coordinator Marcia Johnson handed out almost 400 packets of information during the six-hour event.

Along with the packet of materials, Johnson was able to share information about another, related event happening the same day at another location. The St. Joseph Youth Alliance's Drug Free Community Coalition (of which MoDOT is a member) was sponsoring a "Prescription Take Back" at the East Hills Mall. A number of people made plans to go home, gather old medicines, and make another "recycling" trip the same day. Plans are to expand this one day event even more next year.



A "Prescription Take Back" was held the same day as the Household Hazardous Waste event.

Update: Safe & Sound

by M. Elaine Justus

The first five Safe & Sound bridges of the 2011 construction season are completed and open to traffic. At the writing of this newsletter, 13 bridges are

closed in the Northwest District. The plan is to complete 69 bridges, including STIP and KTU bridges, in our area this construction season.



Worth County Route W Bridge over Bear Creek (built in 1937) before replacement.



Worth County Route W Bridge over Bear Creek 37 days later after replacement in April 2011.

D2

North Central

You'll Always Be Our Hero

by Tammy Wallace

We have all talked a lot about what a great job MoDOT crews did during the Blizzard of 2011 and shared stories of accomplishments. But one story in particular makes us realize what truly extraordinary people we work with every day.



Connie gives Brian Lunsford the well deserved hug she had been waiting for.

Around 10:30 p.m. on Feb. 1, during the peak of the blizzard, District Engineer Dan Niec received a call from a friend of a 14-year old boy who had been missing along with his grandfather for more than seven hours. According to the caller, the grandfather and grandson had left home around 2:30 that afternoon. They had not been heard from and they had no cell phone.

As the incident commander of the district's EOC, Niec spoke with a supervisor and was informed that a crew worker, Brian Lunsford of Marshall maintenance, was near the area. Niec contacted Lunsford informing him of the situation and instructed him to search for and rescue the two stranded motorists, giving him the secondary route they were thought to be traveling.

At this point in the blizzard the secondary routes had not been touched by a snow plow, as all efforts were being concentrated on the major routes.

Around 12:30 a.m., Lunsford finally spotted a pickup off the road down an embankment with lights flashing. In the blizzard conditions Brian got out of his vehicle and walked to the pickup. He found the occupants were nearly out of gas and very cold. One at a time, he walked them to his truck. When all were safe inside Brian discovered he was stuck himself and had to radio for help. A motor grader came to their aid and dug them out, allowing Lunsford to deliver his passengers safely to their home around 4 a.m.

After the incident in speaking with Connie Nease, the wife of Larry Nease, the grandfather, Connie shared more information. She said that Larry has congestive heart failure. During their 10 hours being stranded they were without

After speaking with Connie, Niec began the process of nominating Lunsford for the Meritorious Award, the state's highest honor. Dan wrote, "I am convinced that Brian's dedication to duty and selfless action during this rescue



Brian Lunsford, center, with a very appreciate Nease family including Connie, her husband Larry and grandson Larry, who were stranded in the blizzard.

food or water and did not have any other survival equipment. Initially they had left the vehicle to try and walk, but the blizzard was too strong and Larry fell trying to get through the deep snow, so they went back to the vehicle. They did not have much gas so they would turn the heat on for a few minutes now and then. By the time Brian found them they were nearly out of gas.

Connie said Brian absolutely risked his life by getting out of his vehicle in the blizzard to rescue her husband and grandson. With little gas left the timing was crucial. She said he definitely went above and beyond and they will all be eternally grateful.

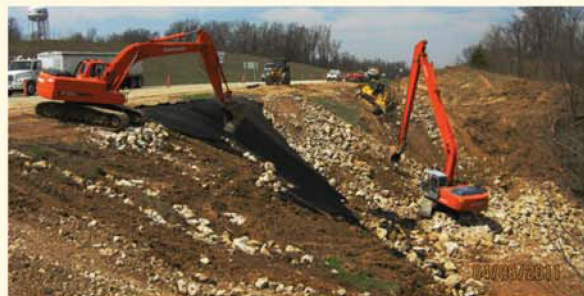
mission saved at least one life, and possibly two. It would have been at least another eight hours before any MoDOT crews would have been down that route due to the severity of the snow storm. He is a worthy recipient of the meritorious safety award."

During the employee spring meetings Connie, along with many of her family members, got her wish to meet Lunsford. After Dan's presentation of the award, Connie tearfully thanked Lunsford, saying he had done the unthinkable by risking his own life to save theirs. "You'll always be our hero," said Connie as she hugged him. It seemed the rest of the family felt the same.

Rough Start, Great Outcome

In January the district's maintenance staff developed a plan to stabilize an embankment slide located just north of the intersection of U.S. 24 and U.S. 65 in Lafayette County.

Preliminary plans and cost estimates were developed by the district's design staff to let a contract for this repair. However, due to the high cost estimate of the proposed outside contract, the district chose to handle this work internally with our own maintenance forces and equipment.



Dueling trackhoes work to repair the eroding embankment.

The plan for repair included excavating, placing a geotextile fabric and then covering it with a 6,000-ton rock blanket to stabilize the slope.

A rough winter postponed the starting date, but by late February the district's special crews forces got things rolling with the repair work using two trackhoes and a dozer. Unfortunately, after several hours the crews realized the equipment limitations and ground conditions were not going to yield a successful outcome. Regrettably, the

work was stopped until a revised plan could be developed and more agreeable weather conditions forecasted.

MoDOT staff regrouped and discussed different strategies to work

around the obstacles they had encountered. One option was to drive piling near the base of the failure and install timbers between the piling to support the placement of the rock fill. Another option was to lease a long reach trackhoe, which would allow excavation and rock placement to be completed at a

decided to again try the excavation with the aid of a long reach trackhoe. This was the second time on the project the lower cost option was chosen.

The repair work began on April 4 and was completed on April 8, taking just four short days. That was an incredibly quick turnaround for all of the excavation

that was required and for placing 6,150 ton of rock.

When the project was completed the outlay of expense was less than \$135,000, which included \$125,000 for the cost of the rock.

Senior Pavement Specialist Jeff Kroner who led the project was very proud of the outcome. "It could not have been done without the teamwork of many people and departments including the special crews, Carrollton maintenance, design,

right of way, procurement and the district's geologist," said Kroner.

The long reach trackhoe turned out to be the most cost-effective and perfect solution for this bank stabilization project.



Above, the erosion had left the bank unstable. Below, the finished product.



greater distance from the base of the machine.

Since the option of driving piling required constructing an access road and crane pad near the base of the slide, which would increase costs, it was

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D3

Northeast

Bridge Removed

The pedestrian bridge over U.S. 54 in Louisiana has been standing for more than 50 years, yet in less than eight hours, there is little trace of its existence in this river town. The 62-foot bridge was removed last month because it was no longer being utilized as a crossing. Area residents asked MoDOT to consider removing the bridge because of

its low clearance, the increased “art-work” showing up on the bridge, and the loitering. The bridge was originally built to accommodate students at a nearby school, but the school was closed many years ago. The removal is featured on MoDOT’s YouTube page. *(Thanks to Joe Haggard for the video!)*



Mick Mehler and Sons construction workers oversee the operation of removing the pedestrian bridge on U.S. 54 in Louisiana last month.

One Right After the Other

What does it take to seal 58 bridges in less than 11 hours? A lot of coordination, organization, good workers, and, of course, teamwork! With three crews operating at the same time, the Northeast District increased efficiency of sealing bridges in one day using preparation to make it successful. “We had trucks ready at all times in two locations, so when the flaggers were done with one, they would go to the next and set up the work zone,” explained Becky Novinger, who, along with Sean Unglesbee and Randal Gallo-way, oversaw the operation. “Once the trucks were done at one operation, they went

to another, where another set of flaggers were ready,” Novinger continued. Not only was this efficient, there was little inconvenience to the public, and the bridges are in good shape for any additional work that needs to be done for the year. It supports the focus of holding our own on bridges. The bridge-sealing operation, both on a two-lane highway and a four-lane highway, is featured on MoDOT’s YouTube site.



In less than five minutes, a bridge is sealed in northeast Missouri, meaning little inconvenience to motorists.

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Around the District



It might mean a lot of “wind-shield time” for NE District Engineer Paula Gough, but she shared the Bolder Five-Year Direction in 14 locations throughout the district in less than three weeks. “In general, there were a lot of good questions and comments, and we were able to enlighten a lot of folks about the importance of our transportation system,” she said.



Tessa Williams from the Work Life Center hands out trash bags at a local fast food drive-thru during the NE District’s No MOre Trash! Bash.



Melanie Mayes from the Williamsburg maintenance facility, and some of her co-workers participated in the Montgomery City Truck Days. Melanie is pictured sharing information about spraying weeds with the elementary students.



NE Regional Blueprint Partners Palmyra Police Department and F.A.C.T. set up a mock fatality at Palmyra High School before graduation.



MoDOT Aviation Programs Engineer Dave Burle speaks to a crowd at the Hannibal Airport Terminal Expansion groundbreaking ceremony.

D4

Kansas City Area

D4 Takes Big Trucks to a Whole Other Level

by Kerri Lewis

The chatter of little voices and the pit-pat of tiny feet eager to see the big orange trucks were a sure sign of another successful Big Truck Night event in April. For the third consecutive year, D4 played host to more than 700 moms, dads, kids and more to share an opportunity for each to get up close and personal with MoDOT, emergency and other vehicles.

Greeted by Barrel Bob and Betty, attendees were able to meet Mac, the Missouri Mavericks Hockey Team's mascot; McGruff, the Crime Dog; and Buckle Bear. Several police K-9s were eager to perform their police duties in front of spectators and the Jackson County Bomb Squad showed the importance of their job with the sacrifice of a few watermelons.

The smell of burgers and hotdogs filled the air, tempting all to enjoy a



fresh meal for a good cause. Through a generous donation of food and services from Superior Vendall, \$500 was raised for the Charitable Campaign.

In addition to the food and trucks, those who stopped by were also treated to many informational booths. Safety was one highlight of the evening with great information from



Mac, the Missouri Mavericks' Mascot, shows off his muscles.

Arrive Alive. Those brave enough took a ride on the Seat Belt Convincer, a contraption that simulates a low impact crash, to convince everyone the importance of wearing a seat belt. Adopt-A-Highway allowed folks to sign the litter pledge. Kids participated in a digging for treasure activity with Construction and Mate-

rials, while others flashed a temporary MoDOT tattoo.

The fun-filled, free event was appreciated by all who attended. The "One Team MoDOT" motto was evident, providing another success story for the district.



McGruff the Crime Dog and Buckle Bear showing folks around the event.



Kids were serious about litter and signed the Litter Pledge on a trash can.



The Seat Belt Convincer doing its job.



Let the games begin as motorized construction equipment makes digging more fun.

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Buckle Bear gives everyone who wears a seat belt thumbs up!

D5

Central

Safe & Sound By the Numbers

Over 800 bridges in Missouri are being replaced or repaired as part of the Safe & Sound Bridge Improvement Program, and the results of the work are evident in the Central District.

There are 90 bridges included in the program here, and almost two-thirds of them completed. Crews continue work-

ing at a steady pace, with six bridges already finished between January and May 2011. About 11 more are scheduled for construction during the rest of 2011.

Get the latest updates about bridges near you at www.modot.org/central or www.modot.org/safeandsound.



Michael Dunavant

Crews began work in April 2011 to replace the deck of northbound U.S. 63 over Cedar Creek in Callaway County. The bridge is located about 1.5 miles south of the Boone/Callaway County line.

Coalition Thanks Mid-MO for Saving Lives on Missouri Highways

More people arrived alive on mid-Missouri roads in 2010, and the Central Region Coalition for Roadway Safety wants everyone to know how much that means to them.

The Central Region saw a big drop in traffic fatalities in 2010, with about 30 fewer deaths compared to 2009. These numbers show that lives are being saved on Missouri highways and more people are making it home safely.

To encourage mid-Missourians to continue the trend in 2011, the coalition



Boone County Joint Communications Director Zim Schwartz was among several coalition members to appear in one of the new public service announcements.

produced two public service announcements that thank viewers for driving sober, buckling up, and not texting while driving. The ads are airing on local television stations and can also be viewed on the Central District's YouTube page at www.youtube.com/modotcentral.

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District Engineer Retires After 34 Years with MoDOT

by Holly Dentner

For District Engineer Roger Schwartz, April 29 marked the end of long and productive career with MoDOT. Schwartz retired at the end of the month after 34 years with the department and almost 12 years as the Central District Engineer.

Schwartz earned his engineering degree from the University of Missouri-Rolla and immediately started work at MoDOT as a construction inspector in the Springfield District.

Schwartz also worked at Central Office, the Southwest District, and the Kansas City District before he became district engineer in Jefferson City.

He held a variety of positions during his tenure at MoDOT, including field



Cathy Morrison

During a 2009 news conference, Schwartz took over filming duties for a local reporter while he took part in an intoxicated driving simulation.

bridge inspector, maintenance superintendent, traffic studies and corrections engineer, district maintenance and traffic engineer, construction liaison engineer, and division engineer.

Schwartz frequently spent time in the field,

keeping track of both maintenance and construction issues.

"Roger brought a great level of enthusiasm and energy to everything he did at the district," said District Design Engineer Steve Engelbrecht. "We could rely on his support from beginning to end of every project."

He gave hundreds of presentations during his tenure at the Central District, including many to local communities and

civic organizations. He was always willing to answer the radio and phones during winter weather events and was very involved with the Coalition for Roadway Safety events and educational activities.

Almost \$1 billion in construction contracts were awarded for mid-MO while Schwartz served as district engineer.



Jill Klieber

The Central District management team watches as Community Relations Manager Kristin Gerber presented Schwartz with a collage of ribbon-cutting ceremonies he participated in during his time as district engineer.

Construction Continues for New U.S. 65 Lanes in Benton County

Construction is underway on 13 miles of new roadway that will widen U.S. 65 in Benton County to a four-lane highway.

The new lanes will extend from south of Route 52 to just north of Route 7 in Warsaw.

Work started in summer 2010, and since that time crews have been grading, building drainage structures and placing rock base.

The 3.2 mile section north of Lincoln is scheduled to open to traffic in fall 2011.

The entire roadway is scheduled for completion in summer 2012.



Eric Mothersbaugh

In mid-April, crews poured concrete on one of three box culverts required on the north end of the project.



Eric Mothersbaugh

Construction is also underway on the substructure of a new bridge that will take the new lanes of traffic over the Truman Dam Access Road near Warsaw.

D6

St. Louis Area

Traffic Website Updated in St. Louis

by Linda Wilson



The new and improved Gateway Guide.com

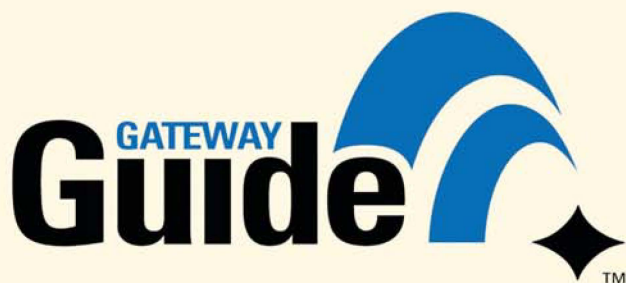
MoDOT's St Louis area transportation management system website, www.gatewayguide.com, has undergone a major overhaul this spring. The department made some needed updates to the traveler information website. Motorists in St. Louis or visiting the area can use the website for current traffic information. The biggest change is to the camera views – right now, all 300 MoDOT cameras are available for viewing on-line. Although every camera can't be on the home page, users can now select the route they want and see all the available cameras in the St Louis area. Viewers have the option of seeing a still image or a 60-second live view updated every two seconds. The two-second update gives the image an almost streaming look at traffic.

"Another new feature on the website allows motorists to customize traffic information to be sent directly to them," said Teresa Krenning, St. Louis Transportation Management Center manager. "The 'My STL Traffic' feature lets you subscribe to a set of

roadways between certain times and on certain days to get information on roadway closures on the routes you take for day to day activities. These alerts can be sent via text message or an email."

MoDOT's new Gateway Guide website went online in April and daily usage of the website is already increasing. "Our goal is to increase usage of this traffic information by the motorists, because it can help them avoid congestion," said Krenning. "Reducing congestion also keeps everyone safer on the roads and keeps our air cleaner."

In conjunction with the website improvements, MoDOT's 300 camera views will be showing on local television news coverage under new contracts between the stations and MoDOT's supplier Trafficland. Check out the new website, take our survey and tell us what you think. The new, updated MoDOT [gatewayguide.com](http://www.gatewayguide.com) gives you better information so you can travel smarter.



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MoTOR Students Visit the New Mississippi River Bridge Project Site

by Shirlyn Myles

Students from Construction Career Center (CCC) high school spent the day visiting the new MRB project office and touring the project site. As potential civil engineers and highway construction workers, students were

With hard hats, safety goggles and vests on, students toured the top of the Missouri approach, observed workers, and viewed the city from a high altitude.



Team representative Danielle Winfrey tested bridge strength.

given the opportunity to explore how a bridge is designed and erected. Randy Hitt, deputy project director, and Chris Kelly, senior construction inspector, shared with CCC students and faculty how a major project moves from conception to completion.

As a part of the Missouri Teaching Out-Reach (MoTOR) program, CCC students are encouraged to consider highway transportation as a career.

After the tour, students participated in a bridge-building competition. Judging the competition on material used, project cost, and bridge strength, were MRB team members Carmen Guynn, April Hendricks Brown and Henry Woods. Presenting the awards were the MoTOR program's volunteers Jermyn Johnson and Betherny Williams and coordinator, Shirlyn Myles.



Fred Weber employees spoke with students on top of the Missouri approach near downtown St. Louis.

D7

Southwest

Southern Half of District Flooded

by Wendy Brunner-Lewis

The rain started over Easter weekend and just kept on, prompting rumors in Barry County that several major bridges were closed due to damage from high water. The water never got over the Routes 86 and 39 bridges, but it came close, as you can see from the picture below of the Larry Gene Taylor bridge over Table Rock Lake on Route 39.

At one time, 26 roads in Barry, McDonald, Lawrence, Newton and Jasper counties were closed due to flooding.

Another issue cropped up on Newton County Route HH, three miles south of Route 60. Water started bubbling up in the middle of a lane, and crews dug out the road to see if a forgotten pipe ruptured underneath. No pipe, just a lot of water falling in a short time.



Rumors swirled that the Gene Taylor Bridge closed due to water damage, but those rumors remained false.



Water began bubbling up on Route HH, and crews looked for a broken pipe when they repaired the road.

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Work Around the District



Top, the new Route 37 bridge near Wentworth was poured in mid-May. Bottom, the Route 249 slide repair continues through November.

Signs Motivate Students During MAPS Testing

by Wendy Brunner-Lewis

Students from Southwest City Elementary School got some inspiration from MoDOT's road signs during annual MAPS testing this spring.

"The theme for our MAPS testing was 'Under Construction,'" said art teacher

Jennifer Smith. "I hung the signs in our cafeteria for all our students and staff to see. Thank you for helping us motivate our students to do great on the MAPS test!"



D8

Springfield Area



Bob Edwards

D8 at Work

1. Lebanon Intermediate Maintenance Worker Brent Jones is part of a crew repairing roadway edges along I-44 east of Lebanon.
2. and 3. Setting up a traffic shift at a crossover near a flooded section of Route 60 at Rogersville are Fordland Maintenance Supervisor Josh Burks placing a barricade board and Incident Response Maintenance Crew Leader Ben Arnall adjusting a light plant.
4. Springfield Senior Construction Inspector Howard Henderson, right, visits with a neighborhood resident about a bridge replacement project at Greer Creek on Route 38 east of Marshfield.
5. Working through the conversion to a new Voice Over Internet Phone system are Senior Information Systems Technician Tommy Nunn, right, and Senior Customer Service Representative Michelle Kelley, with help from Senior Information Systems Technologists Bruce Heerboth, left, and Jason Smith.

Route 13 Widening Will Improve Safety, Reduce Congestion

by Bob Edwards

The widening of Route 13 between Branson West and Kimberling City, long sought after by community leaders and residents in southern Stone County, began in early May.

The project will provide congestion relief and improve safety along that growing area's only major north-south roadway, which serves many Table Rock Lake visitors. Ambulance, fire and police agencies will be able to respond faster to emergencies.

In a 2007 prioritization process, MoDOT planners and participating stakeholders voted the Route 13 project near the top of the list of highway needs in rural parts of Missouri.

This is District 8's last Amendment 3 project. Construction: \$11.5 million. Prime contractor: Journagan Construction of Springfield.

Stone County Presiding Commissioner Dennis Wood said the project will provide

vide economic benefit. "It's going to push us forward."

The road will be four-laned from the south edge of Branson West to James River Road/Joe Bald Road. It will include a new one-mile long section

of four-lane roadway built west of the existing road at Stoneridge.

Access management with protected left-turn lanes at side roads and business entrances is a great feature, District Engineer Kirk Juranas said. "We'll be

able to significantly reduce accidents." Other features include: a northbound "climbing lane" approaching James River Road/Joe Bald Road from Kimberling City and longer left-turn lanes at three intersections in Kimberling City.

Roadside Veterans Retire in June

by Angela Eden

Roadside Maintenance Crew Leader Gary Moody

Service: 19 years (Hired April 1, 1993)

Career: Crew worker, Galena Maintenance, 1993-1997; intermediate maintenance worker to maintenance crew leader, Roadside Maintenance, 1997-2011

Memorable accomplishment: Helping work release inmates from the Ozarks Correctional Facility learn from their experience of taking care of the roadsides. Doing general carpentry work around the district.

Favorite duties: While working in maintenance, mowing in the summer and plowing snow in the winter

Quote: "I loved mowing. You could look back on where you'd been and see that you'd accomplished something."

Post-MoDOT plans: Tending cows on his farm, fishing and spending more time with wife, Karen.

Roadside Senior Maintenance Worker Archie Daily

Service: 17 years (Hired May 1, 1994)

Career: Crew worker to senior crew worker, Dora Maintenance, 1994-2001; senior maintenance worker, Roadside Maintenance, 2001-2006; senior maintenance worker, Drury Maintenance/Dora Maintenance, 2006-2007; senior crew worker, Roadside Maintenance, 2008-2011

Memorable accomplishment: Working with the Transportation Employees



Moody



Daily

Association of Missouri (TEAM) as Chapter 8 vice president, statewide vice president and (currently) statewide president. The group has raised \$76,494 to build the MoDOT Fallen Workers' Memorial (estimated at \$98,000).

Favorite duties: Repairing equipment and making purchases for Roadside Maintenance crews

Quote: "I've enjoyed the diversity of jobs I've done at MoDOT."

Post-MoDOT plans: Running for public office; continuing to volunteer with the Farm Bureau and the VFW and spending more time with wife, Christina

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D9

South Central

South Central District Participates in No MOre Trash! Bash

Unfortunately, flooding and heavy rains resulted in the cancellation of many scheduled No MOre Trash! events throughout South Central Missouri. The Waynesville Pride Day, which has historically been one of the larger participants in No MOre Trash! events,

was just one of the many groups that were forced to cancel due to inclement weather.

More than 38 groups in District 9 did participate in April's No More Trash! Bash, resulting in nearly 800 bags taken off South Central Missouri roadways.

District 9 Incarcerated Crews also gathered 10,655 bags in April.

In addition to litter pickup efforts, district personnel traveled the district to educate the public about the dangers of littering. District staff spoke to head start groups,

church groups and attended the Earth Day celebration in Rolla, Mo. According to District



Customer Service Representative Barb Conner talks to students at the Mountain View Head Start about litter and when trash decomposes.



Adopt-A-Highway Coordinator Shelly Cauldwell teaches students at Immanuel Lutheran School in Rolla, Mo., about No MOre Trash.

9 Adopt-A-Highway Coordinator Shelly Cauldwell, a new campaign for children should be available next year. "We have been working on a new campaign to educate children about the dangers of littering, using Peanut the Turtle. We think this character will help us teach

children throughout Missouri not to litter," said Cauldwell.

The campaign, which is still under development, will use a character version of Peanut the Turtle in activity books, web pages and other educational materials. A song featuring the character is also being completed.

District 9 Battles Flooding

Heavy rainfall with significant accumulations caused flooding throughout South Central Missouri. A state of emergency was called at 9 a.m. Easter morning in the city of West Plains.

Maintenance crews throughout South Central Missouri worked to respond to the flooding. More than 2200 tons of rock and 50 tons of asphalt were used in flood repairs throughout the district.



Route 142, Ozark Co.



Route 142, Oregon Co.



Route 142, Howell Co.

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D10

Southeast

D10 Fights Historic Flood

Rising water levels and road closure signs were a common scene in Southeast Missouri this spring. Hundreds of routes were closed statewide due to the historic rainfall Missouri received this April and May.

As forecasts of more rain seemed to constantly lie ahead, crews continued the fight to keep routes open—especially major routes. Route 60 at Fisk, Route 67 in Wayne County and Interstate 55 at St. John’s Bayou presented MoDOT with extraordinary challenges.

Despite a lane reduction, Route 60 at Fisk remained open. A 2,000-ft. berm made of concrete barriers was constructed in this area.

Crews in Wayne County had to focus efforts to keep Route 67 open near Otter Creek. Northbound traffic was diverted to the southbound lanes for

approximately two weeks until water receded.

At St. John’s Bayou, a number of employees aided in sandbagging efforts, and the route remained open.

Even once water in other parts of the district began to recede, water in this location continued to rise. It took five pumps removing water from the median and roadside ditches and 24-hour watches from crews to keep floodwaters from overtaking the roadway.

Luckily, for Southeast District travel-



(above) Route 60 at Fisk presented the Southeast crews with a challenge, but the route remained open. (left) Although the Route 51 exit at Fisk was closed, crews managed to keep Route 60 in this area open. The route was reduced to one lane, with a 2,000-ft. concrete berm put into place.

ers, most of the closures were on minor routes.

The flood may have ended, but the hard work has just begun. Repairs to roadways and clean-up will take place in the upcoming months.

Route T at Wappapello was one of the routes damaged by the flood. The spillway applied pressure to the ground and destroyed a portion of the route. As MoDOT and the Corps of Engineers work on a permanent solution, a detour route is in place.



Maintenance Superintendent Eugene Davis, Project Manager Eric Krapf and District Engineer Mark Shelton discuss the conditions at St. John’s Bayou.



Route C in Wayne County was closed during portions of the flood. Adding to the difficulties in this area, a portion of Route T was destroyed due to pressure on the ground from the spillway. A detour route is in place.



D10 employees aid in sandbagging efforts.



Intersection of Routes 25 and 74 at Dutchtown

Social Media Followers Give Thanks to the D10 Team

In addition to crews fighting the floodwaters, a team staffed the phones around the clock to safely route travelers and keep them updated on the latest conditions.

Travelers were also encouraged to use the Southeast District’s online resources, such as the traveler information map, facebook and twitter.

Throughout the flood, the Southeast District quadrupled their facebook fans and added approximately 100 twitter followers.

Despite the usual frustrations experienced with flooding and road closures, many customers took time to thank the D10 team for their efforts.

Comments included:

Danielle Putnam-Bateman: *It is much appreciated MoDOT!! Thank you for all your hard work!*

Kenny Lawrence: *Thank you for getting back to me. Be safe out there. God bless all of you.*

Charlotte Townsend: *Thank You for all the hard work you all have been doing! And for putting this site up, too.*

Emily Schloss Goodin: *Love your page! Very quick on your responses. You’ve been a life saver during this flood. Thank you!*

Karen Rodgers: *Thank you. God Bless You all for the long hours you give to helping our communities.*

Paula Allen Pearson: *SO happy to see the road repairs on B hwy south of Tallapoosa, I was cautious going thru there today but the holes were filled in...you guys have been busy. Thanks.*

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Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Additional copies are available upon request. Suggestions, questions and comments are always welcome.



Please share this publication and recycle it after reading.

Mission

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



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Where in the World is Barrel Bob?

by Melissa Black

Since Work Zone Awareness Week kicked off on April 4, MoDOT's spokesperson for work zone safety, Barrel Bob, has been busy touring the state and telling everyone about driving safely through work zones. The magic of Barrel Bob is that he can be in several places at once, so you never know where you'll see him. The following are just a few places he's been spotted over the past few weeks.

In the Kansas City area, he has been seen on Interstate 70 and Interstate 435 as you enter the work zone close to the Blue Ridge cutoff. If you look closely, you may notice his partner Barrel Betty by his side.

Barrel Bob also is making his way around central Missouri to promote work zone safety. He kicked off Work Zone Awareness Week at a work zone on Route 50 in Cole County, visited the downtown MoDOT General Headquarters building during the Missouri Highways and Transportation Commission meeting, welcomed visitors to the westbound Interstate 70 rest area in Boonville for a while, then moved to

Benton County along Route 65 in Warsaw just south of Route 7. Currently, motorists can find Bob hanging out along westbound Route 54 at the Route Y interchange in Camden County.

In the St. Louis area, Barrel Bob was a guest at their Work Zone Awareness Week kick-off event, and then he meandered over to the Chain of Rocks rest area by the end of the week. He spent some time at the Traffic Management Center in West St. Louis County, but now he's currently at Interstate 44 and Bowles Avenue near Fenton for a resurfacing project.



Keep on the lookout for Barrel Bob in a work zone near you. Be sure to become his fan and check out his photos, radio

spots, or witty comments on his personal Facebook page. Remember, Don't Barrel Through Work Zones!

2011 Legislative Session Wrap Up

The 2011 session of the Missouri General Assembly ended on May 13.

As a result of legislative term limits, eighty-three newly elected House and Senate members, who were elected during the November 2010 election, started their careers in public office by passing two extremely important pieces of legislation; passing a \$23 billion state budget for fiscal year 2012 and redrawing new congressional districts by reducing the state's current nine districts into eight. Both issues took up an enormous

amount of committee and floor time to debate this legislative session.

During those times when the legislature wasn't debating the state's budget and congressional redistricting, time was spent discussing other public policy issues such as those related to transportation.

MoDOT was successful in working with key transportation leaders to pass two important pieces of legislation this session. The first legislative issue

included extending the department's authority to utilize design-build contracts from 2012 until 2018. The second piece of legislation, that was passed in 2010 relating to intoxicated-related traffic offenses that placed the department out of compliance with federal law, was a statutory change that will put the department back into federal compliance. Being back into compliance will allow MoDOT the flexibility it needs to spend federal highway funds where it deems appropriate.

Some of the transportation proposals not passing include the ban on text messaging for all drivers, a prohibition on political subdivisions from using automated red light enforcement cameras, and increasing weight limits statewide for trucks hauling agricultural products.

Governor Nixon has until July 14 to act upon legislation passed this session. All bills signed into law will go into effect on Aug. 28, unless some other date is specifically provided for in the proposal.